

To-day's
Advertisements.

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

THURSDAY, the 25th day of May, 1899, at 3 P.M., are published for general information.

By Command,

J. H. STEWART LOCKHART,
Colonial Secretary,
Colonial Secretary's Office,
Hongkong, 6th May, 1899. [673a]

Particulars of the letting by Public Auction Sale, to be held on Thursday, the 25th day of May, 1899, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of the Lot.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Locality.	No. of Acres.	No. of Acres.	No. of Acres.
1	Wanchai Road 822 ft. 5 in. 517 ft. 4 in. 52 ft. 1 in.	10,000	10,000	10,000

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection). PROPERTY, lately occupied by the Dowington Saw Mills. "BAHAR LODGE," THE PEAK. 6, ORMSBY TERRACE, Kowloon. GROUND AND 1ST FLOORS, 52, PRINCE STREET.

OFFICES: 1st floor, No. 10, PRINCE STREET. CENTRAL. (Lately occupied by Messrs. MELLICHAMPE & Co.)

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 18th May, 1899. [12]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"CHIHLEI." Captain Newcomb, will be despatched as above on SATURDAY, the 20th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th May, 1899. [599a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAIKOW.

THE Company's Steamship

"SZECHUEN." Captain Hall, will be despatched as above on SATURDAY, the 20th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th May, 1899. [609a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN." Captain Milroy, will be despatched as above on SUNDAY, the 21st instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFAIK & Co., General Managers.

Hongkong, 18th May, 1899. [673a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA." Captain Colman, will be despatched as above on TUESDAY, the 23rd instant, at 4 P.M.

This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 18th May, 1899. [668a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS." Captain Barwise, will be despatched as above on THURSDAY, the 25th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th May, 1899. [568a]

THE "MOGUL" LINE OF STEAMERS.

THE Steamship

FOR YOKOHAMA AND KOBE.

"AFRIDI." Captain Golding, R.N.R., will be despatched as above on FRIDAY, the 26th instant, at Noon.

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 18th May, 1899. [674a]

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA, AND THE UNITED STATES.

Intimation.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

IMPORTERS OF HIGH-CLASS

BRANDIES.

A.—Hennessy's Old Pale, Red Capsule - - - - - \$18.00

B.—Superior Very Old Cognac Red Capsule - - - - - 21.00

C.—Very Old Liqueur Cognac 24.00

V.O.—D.—Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule - - - - - 36.00

V.V.O.—E.—Finest Very Old Liqueur Cognac, 1882 Vintage - - - - - 48.00

All our Brandy is guaranteed to be PURE COGNAC, the difference in price being merely a question of age and vintage.

Smaller quantities and sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited,
QUEEN'S ROAD CENTRAL.

BIRTH.

On the 17th instant, at No. 5, Lyceum Villas, Kowloon, the wife of the Rev. J. H. FRANCE, of a son. [673a]

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 18, 1899.

The abolition and rectification of many laws now in force in Japan are claiming the attention of the Diet in anticipation of the coming in of the new Treaties; and foreigners are busily engaged discussing the Government's various decisions. Japan wishes the world to recognise her as a civilised power, but her best friends wonder why what sort of reasoning she expects to secure such recognition. When Western powers first approached her doors, Japan was struggling with the barbarism of feudal institutions, and when her best and influential representatives went abroad to study the advantages of civilization, recognizing that the country needed revolutionizing, they adopted Occidental methods of government, as well as some of the customs. But at the beginning they over did the thing, and went at the innovation with a rush instead of growing up to it gradually. They deserve the greatest praise for what they have accomplished both as regards their army and navy, also in branches that go to make up a government; but the administration of affairs on foreign lines requires the constant care of experts. After a few years the Japanese arrived at the conclusion that the pupil knew more than the teacher and the foreign advisors were discharged. Left to their own resources and lacking the experience that every Occidental government has been taught to know, that the best talent they possess is not too expensive to secure the best results, they have assumed the responsibility of conducting it in their own way, and they have made the mistake that apprentices make—not to give their work the consideration that an expert would give to it. Practical experience induces liberality and deep thought, and if this consideration had been applied to mixed residence, the welfare and prosperity of the country would have been materially benefited by changing many things which have been prompted by inexperience and lack of the knowledge that other countries have profited by. As a sample of what we mean, we might mention that of calling for foreign capital to develop the country and refusing to permit the yacht club to fire a blank cartridge for the start of races, or the lovers of a race-horse to have the Pari-mutuel as an attraction as well as an inducement to buy native-bred horses and thus improve the breed. The question of abolishing the Pari-mutuel and lotteries would infer that the Japanese have a very high standard of morals as a guiding star to prove to the world their superiority, but the question is whether this position will stand the least scrutiny. If the Japanese are really as moral—or intend to be—as they infer by frowning upon the wickedness foreigners, the world over, have followed from time immemorial, they might object to Race lotteries, but to draw the line at the Pari-mutuel is a fine-drawn specimen of morality that would look better if applied to certain features of Japanese life and customs that the civilized world look upon with abhorrence. The recognised laws of marriage, concubinage and prostitution are much more respectable to the morals of the Japanese than lotteries or the Pari-mutuel. (Japan is a success in amputating the most vicious branches of her barbarism before attempting to prune down what she terms the blighted twigs of foreign institutions, that in Christian and civilised countries are recognised as features of amusement and recreation. Concubinage exists among the higher and middle classes, and while the husband is permitted to have as many concubines as he can support, the wife cannot have a single lover without the husband having the right to cast her off. What family life must be under any such conditions cannot be realized by a Westerner. The marriage laws may be suitable for an Oriental, but from an Occidental standpoint it is but one step from prostitution if the man decides to insist on the privilege with which he is endowed by law. The husband has the right to decide after being married as to whether he shall divorce himself or not, the law giving him any number of loopholes to creep out of, he being the sole judge as to whether his wife shall be cast off or not. We know of a Japanese who has been married four times, three wives being alive, his last marriage having taken place recently. The beauty of Japanese marriage laws is shown by the fact that previous to his last marriage he had ejected two wives because they did not suit him—the last he supported four or five days and then discharged her—because she talked too much. The marriage laws are nothing to be proud of, but the laws appertaining to licensed prostitution are even worse. Prostitution is a vice peculiar to all countries—a necessary evil that should be safeguarded, not only as regards the health of a nation but also to insure that decency that unlicensed prostitution does not secure. But when the parents of an innocent girl are so imprincipled as to sell or contract for her to deliver herself up to a life of shame, and the laws not only permit such thing to be done, but also take a part in such a traffic by registering and accepting a fee for the work, we cannot but think it is a lower order of morals than is displayed by civilized nations, and more to be condemned than the Pari-mutuel or a lottery. If these institutions, so common in other countries, are considered so immoral by the Japanese people, what standard of morality will Westerners accord to those who will barter their own flesh and blood to the vilest purpose that a pure minded girl can be consigned to. Empty declarations have no weight when placed in contrast with such objectionable acts. If Japan aspires the position of a civilized power she must adopt more manly methods, and give up the childishness that seems to be a leading feature when the law makers attempt to change or improve foreign customs and methods. It seems to us that it should be the aim of Japan to develop a sentiment among foreigners that she intends to make mixed residence as pleasant as possible; but she is certainly not doing it when she raises a moral standard on small things that Europe and America recognize as harmless while retaining institutions that the Western nations frown upon as being the most depraved feature of civilization.

REUTER'S TELEGRAMS.

GREAT BRITAIN AND THE TRANSVAAL.

LONDON, May 16th.

A sensation has been caused in South Africa and London by the arrest at Johannesburg of seven ex-British Officers, on the charge of inciting treason and enrolling men for the purposes of rebellion. The prisoners have been conveyed to Pretoria Gaol, where the British Agent has visited them.

WEATHER REPORT.

The Observatory report says:—On the 18th at 11.55 a.m.: The barometer has risen over the Sea of Japan, and continues almost steady on the China coast. Pressure is highest over W. Japan and above the normal on the China coast generally. Gradients slight for E. winds. FORECAST:—Moderate E. winds; fair.

LOCAL AND GENERAL.

THE Queen's new yacht now reaching completion at Pembroke Dockyard is to be named the *Victoria and Albert*.

A CHINAMAN was sentenced to four months' h. l. this morning at the Magistracy, for stealing 30 pieces of copper value \$30 from the Italian steamer *Gallardo*.

THE *Kuo-zen-pao* gives the mileage of land held by foreign Powers in China as Russia 2,430,557 miles. Great Britain 476,707, France 330,229, Germany 65,104.

THE *Universal Gazette* reports that in the attack upon Col. Pottinger's surveying party in Szechuen, six or seven of the party were wounded, three of whom have since died. Some were foreigners.

THE *Universal Gazette* says that owing to a lack of confidence shown by Chinese merchants, since the *coup d'état*, in placing money in the Canton-Hankow Railway scheme, a foreign loan has become necessary.

THE *Pekin and Tientsin Times* says that the Kiangsi officials in Peking have decided that the *fengshui* will not permit of Chinese working mines in that province, but there appears nothing to prevent foreigners doing so.

THERE is now in London a Swede named Orling who has a torpedo which he claims he can steer from the shore or a vessel without any connection, on some new principle of light transmission and electrical induction, similar to the X-rays. He says he can dispatch the torpedo at the rate of 22 knots, and control it for a distance of six miles, possibly more, as well as bring it back. His invention, he alleges, will control the movements of a steamer equally well, and render wires for telephones superfluous. Orling, who is a native of Stockholm, and travelled some distance in America, has been in London for some time, and has been making a number of experiments, and has been making a number of experiments, and has been making a number of experiments.

THE death of Tokyo is announced of Rear-Admiral S. Nomura, a Commander of the Japanese Standing Squadron. By his death the Japanese Navy has lost one of its ablest admirals. He took an active part in the recent war with China.

THE traffic on the Lu-pao line at Peking is increasing, with every prospect of ultimately being a profitable line; but some dispute has lately arisen by reason of the excessive charges made by the Chin Lu line, over whose passenger way the Lu Pao traffic is carried from Lu-ko-chow as far as Fengtai where it branches off.

GERMAN dentists are now making false teeth out of paper in place of porcelain or mineral composition. They are said to be very satisfactory, as they do not chip or break and are not sensitive to heat or cold. Best of all, they are very cheap. The idea of paper teeth, however, does not sound very alluring and is rather suggestive of a menu composed of soups.

NEWS has been received at Canton that the rebels of the Weichow and Chichow districts captured the city of Lukfung on the 10th inst. They are said to have been ten thousand strong and the mandarin soldiers were unable to check their advance. H.E. the Viceroy of Canton has ordered General Wong Kuan-tuk to organise an additional force to cope with the rebellion.

A DISPATCH to the *Echo de Paris* says a great sensation has been caused by a report from Copenhagen of a plot hatched against the Czar by the Empress Alexander in complicity with the Holy Synod. The supposed object is to take advantage of the Czar's precarious state of health to remove him from power and to confide the direction of the affairs to one of his uncles, notorious for his reactionary tendencies.

THE German cruiser *Kaiser*, which arrived at Wusong on the 8th May from Kiaochow, reports the *M.C. Daily News* was to return thither on the 12th with the newly-appointed Rear-Admiral Fritze in command. Admiral Fritze, with his aide-de-camp, Lieut.-Capt. von Protha, came out as passenger in the N. D. L. steamer *Prussen* and is comparatively a stranger in Chinese waters. In 1889 he was Captain of the *Adler* when she was cast on the rocks at Apia during that memorable typhoon; afterwards he was appointed as Commander of the Samoa squadron, and latterly he held a post in the Admiralty at Berlin.

THE P. & O. steamer *Parramatta*, on her way from Singapore to Hongkong, after passing the Paracels on the 27th ult., came into a heavy squall of wind and rain. The wind was from N.W., with considerable swell, violent flashes of lightning, loud peals of thunder, and torrents of rain. At about 11 a.m. a meteorite was seen to fall into the sea not more than 300 yards clear of the ship, and explode with a loud report. There was a vivid flash of lightning, at the same moment of a distinctly blue colour and almost blinding, followed in a second or two by a deafening peal of thunder that seemed right overhead of the ship. Fortunately the meteorite fell clear of the vessel; if it had struck her, serious damage might have been done to the vessel and those on board.

A SHANGHAI contemporary says the annual spring auction of race ponies took place at the Horse Bazaar, Shanghai, on the 12th inst. when some 77 ponies were put up for sale. Many of the prominent racing members of the community were present in addition to a strong Hongkong contingent who attended with a view of purchasing polo ponies. The bidding was brisk, the most fancied lots realising good prices, as follows:—*The Doccass*, 11s. 30s; *Olani*, 22s; *Matchbox*, 13s; *Snuffbox* and *Dinna Forget*, 11s; *Flope* 10s; *Brassless* and *Neva*, 7s; *Alphabel*, *The Holter*, *The Offshoot*, and *Laos*, 6s; *Indus*, *Katling*, *Donavinture* and *Ploughman* 6s; *Suyan* and *Twarbach*, 5s; *Barbarossa* and *Tropeless* 3s; *Scotland* and *Colon*, 4s; *Dusk*, *Proteus* *Neva*, and *Whiteboy* 4s.

THE Tsung-li Yamen has, according to the *Kau wen-pao*, framed certain regulations to govern intercourse between missionaries and officials, which they hope will obviate trouble in the future. The terms used apply only to Roman Catholic Missions, but the Tientsin paper presumes that all denominations are really included. They consist of five clauses, namely:—

1.—That bishops will have the right to address viceroys and governors direct, or in their absence the same privilege will be extended to acting bishops.

2.—Secondary dignitaries of the respective churches will have the right to communicate with provincial treasurers, judges and taotais.

3.—The ordinary clergy and lay workers with the prefects and magistrates must receive the missionaries strictly according to rank.

4.—The heads of the various missions must furnish the authorities with the names and location of such of their members as are qualified by the above regulation to deal directly with officials, which list must not include native Christians, but interpreters will be permitted in cases where foreigners cannot speak Chinese.

5.—In cases where bishops and the dignitaries of the churches are stationed at a great distance from the viceroys or high officials, when changes take place in the official circle, congratulations may be sent in writing in lieu of a personal visit, and in like manner changes among the missionaries may be so notified.

6.—In cases of dispute between missionaries and Chinese, the bishops can communicate with the Pope and let him communicate with the Tsung-li Yamen through their Minister or Consuls; or settle it directly with the officials. An endeavour must always be made to settle the matter harmoniously.

CAPTAIN J. H. Nesbitt, of the British steamer *Zeeuwa*, on the way to Hongkong from Manila, sighted on the 15th inst. a full-rigged ship, abandoned on Apo Reef, Mindoro Strait.

THE work now in progress of levelling the military parade ground is being carried out by the Naval Authorities in consideration of a plot of ground granted to them by the military.

THE *Universal Gazette* states that a golden cup and plate were recently stolen from the Russian church in Hankow, and the Russians have reported the loss to the native authorities, and requested their assistance to recover the valuables.

TO-DAY at the Magistracy Chan Yau and Lo Choi were sentenced to 12 months' imprisonment for wilfully and fraudulently bringing a woman, named Yun Yau, into the colony for purposes of prostitution. In the evidence it appeared that the woman who said she was a widow had been sold by her husband for \$44 and afterwards sold by the prisoners to a brothel keeper for \$160.

WE learn that Captain Wingate, of the 14th Royal Bengal Lancers, who with his small party, is breaking new ground in his journey from Chingking to Burmah, has reached the frontier of the latter country after a successful journey. He reached Fa Shin-tang early in April and there met Mr. Jamieson, of the British Consular Service, who is attached to the Boundary Commission. Captain Wingate was to leave en route for Blanton on the 9th April.

ACCORDING to the *Universal Gazette* Messrs. Jardine, Matheson & Co. and the Hongkong and Shanghai Bank have been granted contracts to construct four lines of railway, namely from Shanghai to Nanking, from Soochow to Ningpo, from Kowloon to Kwangtung, and from Pakhoi to Hsien to Yangchow (?). The routes of the Shanghai-Nanking and Soochow-Ningpo lines have been surveyed, but some alterations are to be made in the contract for the Shanghai-Nanking line. The other lines will be dealt with when the Shanghai-Nanking line has been settled.

IT is announced from St. Petersburg that an expedition on an unusually large scale will leave Russia at the end of April for the exploration of East Central Asia. The Tsar has contributed £5,000 to the funds. The expedition will be under the command of Colonel Kozloff, formerly one of Pjaval'ski's lieutenants. From the borders of the great Altai Range the travellers will proceed to the Gobi Desert, where they will winter. The Tian Shan Range will be crossed next spring. Proceeding to the foot of the Thibet Plateau, a meteorological station will be established at Zaidar, subsequently investigations will be made of the regions at the sources of the Hwangho and the Yangtze.

ON the 8th of last month the London *Daily Telegraph* and *Daily Mail* started their respective columns of contributors. The *Sunday Mail* had articles by General Lord Kitchener on Khartoum; Hall Caine; the Earl of Roslyn on his reasons for becoming an actor; Ranjitsingh, the famous Anglo-Indian cricketer, and Clement Scott, who has finally severed his connection with the *Daily Telegraph*. On the other hand, the *Sunday Telegraph* had Sir Edwin Arnold, Miss Braddon, H. Trail, William D. Courtney and Bennett Burleigh. There have been numerous protests from country Town Councils and religious bodies against Sunday labour.

FROM accounts received it would appear that the second engineer (Mr. R. D. Denness) of the Chinese Eastern Railway Company's steamer *Ningpo* has met with a watery grave whilst on a voyage from Moji to Shanghai. He joined the vessel at Port Arthur on the 27th ult., and on the 3rd inst. he went off duty and took to his cabin. The steamer left Moji on the 5th, and deceased was seen the following evening on deck by both the Chief Officer and the steward. On the Sunday morning about breakfast time, his absence was noticed and on the same being reported to Capt. Freeman a diligent search was immediately instituted and every part of the vessel was visited, but no signs of the missing man were discovered. The Captain then took charge of the man's effects, and on arriving in Shanghai reported the case to the English and Russian Consulates. Deceased was over 52 years of age and was a well-known marine engineer on the coast.

SHIPPING REPORTS.

Captain Krobbe, of the s.s. *Denarig*, from Saigon, reports—fine clear weather with moderate N.E. wind and sea.

Captain Hall, of the s.s. *Thales*, reports—light N.E. winds and calm weather going up the coast, light S.W. & W. winds and calm weather coming down. Vessels in Poochoo, H.M.S. *Waterwitch*, and a Japanese gunboat, in Amoy, s.s. *Nanyang*.

Captain Nesbitt, of the s.s. *Zeeuwa*, from Manila reports—Generally fine weather and smooth sea with light winds. On 15th instant passed a full-rigged ship, abandoned on Apo Reef, Mindoro Strait.

Captain Milroy of the s.s. *Haimun* reports—Moderate monsoon and fine cloudy weather throughout. Vessels in Amoy, *Centaur*, *Wessing*, *Kiangpoo*.

ACTRESS ATTACKED BY AN APE.

An actress has just been the victim in Paris of an adventure which recalls one of the best known of Edgar Allan Poe's stories. "Mlle. Germaine, Dins, who plays at one of the Boulevard theatres, was travelling the Place Ventimille shortly after dusk, when she was seized and knocked down by an ape of exceptional size. Two policemen, alarmed by her cries, promptly came to the rescue, but before they could interfere the ape had bounded over the railing of the Grand Hotel, and disappeared into the Bois de Boulogne. Mlle. Germaine, who had been severely injured, was taken to the Hotel de la Ville, where she is now recovering from her wounds. The ape, which was of a rare breed, was shot by a hunter in the Bois de Boulogne, and its skin is now in the possession of the Paris Museum of Natural History.

BATHING AT TAI-WAN BAY.

Mr. J. Edwards, who has obtained a lease from the Government to erect a bath-shed at Taiwan Bay for bathing purposes, has kindly extended invitations to representatives of the Press to avail themselves of the advantages he offers the public for obtaining a sea-bath, so a couple of pressmen paid the bay a visit last evening. About five o'clock we made our way to the New Stone Pier at the foot of Pottinger Street, and boarded a launch kindly donated with flags. At 5.15 sharp we cast off, and in about twenty minutes we came in sight of the untended pier, to which the launch made fast. The pier, specially erected, extends some fifty or sixty feet into the water, and at the shore end there are erected private dressing-sheds capable of accommodating about twenty people. Leading from the pier there is built a large three-roomed shed, in which are placed several tables with comfortable chairs. There is a room provided for ladies, with all requirements; and from this room steps lead from the back to the beach, entirely separating the ladies from the gentlemen. Bathing costumes and towels are provided. Mr. Edwards is endeavouring to secure a licence for the sale of refreshments, and considering that the refreshments will be taken there and brought back each evening, he should imagine Mr. Edwards will have no difficulty in obtaining the grant. For one trip the price is 50 cents, but for monthly or season tickets application must be made to Mr. Edwards at the Marine Club, 17, Praya Central. All the arrangements are first class. The launch leaves sharp at seven for the return journey, arriving at the pier a little before 7.30, enabling people to get home in time for dinner.

THE HOLLYWOOD ROAD FIRE ENQUIRY.

An enquiry was held this afternoon into the circumstances attending the fire at No. 118, Hollywood Road, which occurred on the 10th instant, and six Chinamen lost their lives. Inspector Hannen had charge of the case; the following witnesses being called.

Dr. Thompson, deposed that death, in his opinion had been caused by suffocation by inhaling noxious gas, probably carbonic acid gas. The bodies did not appear to have been burnt to death.

Mr. Hasland gave evidence regarding the construction of the building, and showed that the exits from the back room of the ground floor, where the fire originated, appeared to have been blocked, there was no door leading into the street from this room, and the windows which could have been reached either by a ladder or high stool had been blocked, the only means of egress being through the shop which, on the night in question, was in flames. He filed with the crakers Inspector Hannen said he found the bodies and sent them up the Central Police Station; they were found on the 12th inst.

Inspector Hannen said he received the bodies and after having them identified and labelled sent them to the mortuary. Four Chinamen, who identified the bodies, gave evidence that all the deceased lived on the ground floor. A Chinese constable, who was on duty in Hollywood-road at the time of the fire, said his notice was first attracted by hearing fire crackers being exploded, he went to No. 118 and on looking through the chinks of the door saw the place was on fire. He knocked and kicked at the door, but owing to the noise of the crackers, could not hear any human voices nor make any body hear him. He sent a notice to the police station to raise the alarm, and when a European constable fixed the hydrant, he did not go back to the fire.

Serge James Williamson said he went to the fire, arriving there about 1.15 a.m. He found the premises enveloped in flames, he went up the line on the east side of the building, and noticed two small windows, both of which had gratings making it impossible for any one to opening on the south. There was another gratings, there was no one which was also a Chinaman who in his means of exit. There were 15 living on the first floor, all escaped down the stairs. On the first floor on the east side of the premises to the lane. The Coroner said he did not see any more evidence and gave them to hear death had been caused by inhaling noxious gases, adding a riders that escapees were prevented through lack of means of exit.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

Before the Hon. W. A. Goodman (Acting Chief Justice). March 18th.

A CHARGE FOR PERJURY.

This was a case for perjury against Ma Ching Chi. Mr. M. W. Slade appeared for the accused and Mr. H. E. Pollock for the Crown. The accused was called three times and pronounced absent.

Mr. Slade said there was some misunderstanding on the part of accused as to the time for appearing, and he believed the absence was in Canton on business. His Lordship said it was a serious undertaking for accused to absent himself from the Court, and he ordered a warrant to be made out for his arrest, which of course cancelled the previously allowed bail.

His Lordship thanked the jury for their attendance, and dismissed them, saying they would not be required for this session.

There were no other cases.

A PICTURE OF THE HANGING GARDENS OF BABYLON.

Up to this time no mention had been found in the reformed literature, says *Li Nature* of the famous hanging gardens that have made the name of Semiramis famous. M. Bruno Meissner has just discovered a representation of these gardens on an Assyrian tablet preserved in a cellar of the British Museum in the middle of archaeological riches that have been little studied. It occurs on a black alabaster tablet from the palace of Assurnasirpal. On it is sculptured the view of the hanging gardens, a temple with numerous high columns. At the left of the temple is an altar, which leads a wide path, rising from the plain and passing over an arch. All the right side of the view is occupied by the hanging gardens. The trees that grow therein seem to be poplars or cypresses, and there are also grape vines. The gardens themselves, "terraces in form," rest on pillars made of huge blocks of stone. Access is by means of a path cut in the hill, it is by a ladder, a ladder which the inventor of the hanging gardens, King Sardanapalus, had ordered to be built to please his wife Semiramis. M.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU.	(MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.)	SUNDAY, 21st May, at Daylight.
INABA MARU.	YOKOHAMA DIRECT.	WEDNESDAY, 24th May, at 4 P.M.
KASUGA MARU.	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE.	FRIDAY, 26th May, at 4 P.M.
FUTAMI MARU.	NAGASAKI, KOBE, and YOKOHAMA.	MONDAY, 29th May, at 4 P.M.
*IDZUMI MARU.	SEATTLE, WASH., U.S.A., via KORE, YOKOHAMA & VICTORIA, B.C.	THURSDAY, 1st June, at 4 P.M.
BINGO MARU.	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	SUNDAY, 4th June.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Prince Central.

A. S. MIHARA,

Hongkong, 17th May, 1899.

STANDARD OIL COMPANY

OF NEW YORK.
THOMPSON AND BEDFORD DEPARTMENT
Have in Stock and are now offering for Sale a full line of
CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, 300° Fire Test.

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX,

Crude, Semi-refined and Refined.

[300] ORDERS SOLICITED AND LOWEST PRICES QUOTED.

Dr. KNORR'S
ANTIPYRINE

patented
"LION BRAND"
In Powder and Crystals also in Drops of 5 grains, easily soluble in Water.
Wine, &c.
FEVER, RHEUMATISM, NEURALGIC AFFECTIONS,
NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Concomitance in 1 to 2 percent solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS.

FOR THE BLOOD IS THE LIFE

Clarke's Blood Mixture
THE WORLD-FAMED BLOOD PURIFIER AND RESTORE.
IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising, for Scrofula, Syphilis, Eczema, Skin and Blood Diseases, Blackheads, Pimples, and Sore of all kinds. It is a never-failing and permanent cure. It Cures Old Sores.
Cures Sores on the Neck.
Cures Sores on the Face.
Cures Blackheads on Pimples on the Face.
Cures Scrofula.
Cures Blood and Skin Diseases.
Cures Glandular Swellings.
Cures the Blood from all impurities.
Cures Rheumatism, Gout, and Rheumatic Pains.
It is a real specific for Gout and Rheumatic Pains.
It removes the cause from the Blood and Bone.
As this Mixture is pleasant to the taste, and guaranteed free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles of 2s. 9d. each, and in cases containing six times the quantity, 15s.—sufficient to effect a permanent cure in the great majority of long-standing cases, and by unprincipled vendors. The words "Lincoln and Midland Counties Drug Company, Lincoln, England," are engraved on the wrapper. Beware of cheap imitations. The words "Clarke's Blood Mixture" are blown in the bottle, WITHOUT WHICH NOSE ART GENUINE.

CLARKE'S BLOOD MIXTURE.

CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Beware of cheap imitations and substitutes are sometimes palmed off by unprincipled vendors. The words "Lincoln and Midland Counties Drug Company, Lincoln, England," are engraved on the wrapper. Beware of cheap imitations. The words "Clarke's Blood Mixture" are blown in the bottle, WITHOUT WHICH NOSE ART GENUINE.

TO THE DEAF:

A RICH LADY cured of her deafness and deafness in the Head by Dr. NICHOLSON'S Artificial Ear Drums sent £1000 to his Institute so that Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane, London, E.C.

KUHN & KOMOR,

JAPANESE FINE-ART CURIOS.

21 & 23, QUEEN'S ROAD, HONGKONG.

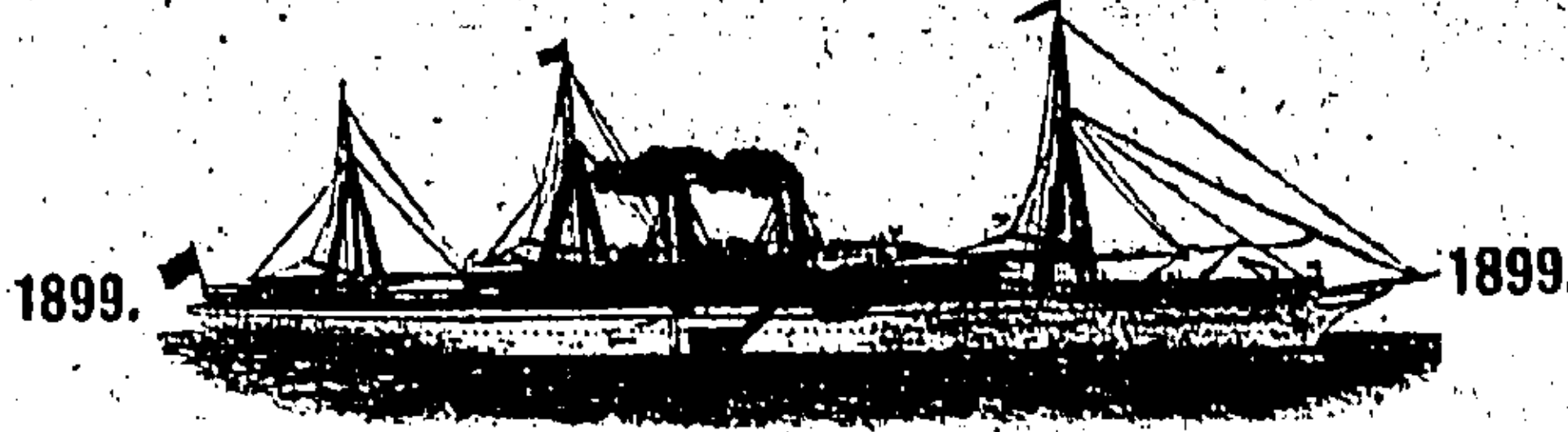
35, WATER STREET, YOKOHAMA.

and 36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

Twin Screw Steamships—6000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA. Comdr. R. Archibald, R.N.R. WEDNESDAY, 7th June, 1899.

EMPRESS OF INDIA. Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th June, 1899.

EMPRESS OF JAPAN. Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 19th July, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's fleet embrace ITS PALATIAL STEAMSHIPS, second to none in the World, the LEISURELY OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddlers Street, 15.

Hongkong, 17th May, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 20th May, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 13th June, at Noon.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship "PARRAMATTA," Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 27th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 13th May, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Columbia... 3750 J. McGillivray... May 30.

Olympia... 2837 J. Truebridge... June 17.

Victoria... 3502 J. Patton... July 4.

Tacoma... 3811 A. Dixon... July 29.

Also FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Lenox... 3677 Williamson... June 7.

Columbia... 2976 N. Moncur... July 8.

Jomunthshire... 2874 W.A. Evans... July 22.

Lenox... 3677 Williamson... Aug. 19.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK, and Passengers to Europe may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast, Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 12th May, 1899.

FOR SAN FRANCISCO.

THE 100 AT British Bark.

"QUEEN MARGARET," Fraser, Master, will leave for the above Port, and will have quick despatch.

For Freight apply to SHEWAN, TOMES & CO., Hongkong, 16th March, 1899.

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Mails.

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*HEIDELBERG.	HAVRE and HAMBURG.	23rd May.	Freight and Passage.
Schiller.	(LONDON with transshipment in HAMBURG)	About 30th May.	Freight and Passage.
*SIBIRIA.	HAVRE and HAMBURG.	May.	Freight and Passage.
Hildebrandt.	(LONDON with transshipment in HAMBURG)	About 15th June.	Freight and Passage.
BAMBERG.	HAVRE and HAMBURG.	June.	Freight and Passage.
Voss.	(LONDON with transshipment in HAMBURG)	About 25th June.	Freight and Passage.
*KONIGSBERG.	HAVRE and HAMBURG.	June.	Freight and Passage.
Christiansen.	(LONDON with transshipment in HAMBURG)	About 5th July.	Freight and Passage.
DEIKE.	NEW YORK.	July.	Freight and Passage.
RICKMERS.	via SUEZ CANAL.	July.	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

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U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 27th May, at Daylight.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 22nd June, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 18th July, at Noon.

THE U.S. Mail Steamship "CITY OF RIO DE JANEIRO," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 27th May, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY, on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havanna, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th May, 1899.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra... 3406... about... May 30.

Nagasaki... 3379... about... July 20.

Cartier... 3002... about... Aug. 20.

THE Steamship "THYRA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on or about the 30th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, 15th May, 1899.

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NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

M.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

Prussia... Wednesday 14th May.

Sachsen... Wednesday 21st June.

Bayern... Wednesday 19th July.

Prima... Wednesday 16th Aug.

Prussia... Wednesday 13th Sept.

Sachsen... Wednesday 11th Oct.

Bayern... Wednesday 8th Nov.

ON WEDNESDAY, the 24th day of May, 1899, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Heintze, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on Monday, the 22nd May. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 23rd May, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 23rd May. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 16th May, 1899.

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OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed SAILINGS FROM HONGKONG.

Columbia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 6th June, at Noon.

Gaulle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 1st July, at Noon.

Doris (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 25th July, at Noon.

THE Company's Steamship "COPTIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on or about the 30th May.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various routes may be obtained upon application.

Special Rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 percent. This allowance does not apply to through fares for China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 14th May, 1899.

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Printed and Published by ETHELBERG FORBES SKETCHLEY, at No. 50, Queen's Road Central, in the City of Victoria, Hongkong.

A CHINESE LOVE STORY.

A CURIOUS CASE.

In the Mixed Court, Shanghai, on the 12th inst. an interesting story of love and hate was heard. The proceedings were the outcome of a love affair which had been going on for some years, and which had culminated in one man being sentenced to two hundred blows and six months imprisonment for bolting off with another man's concubine. Kor Chay Yuen, a strolling actor, was arrested by a Municipal Council detective on March 21st last at the instance of a Chinese merchant named Ching Ching-kwei, taken to the Lower Station, and subsequently confined in the Mixed Court. After being locked up for three days and nights, the Magistrate, Mr. Chang's Deputy, put the actor on his trial together with the concubine. It was between eight and nine in the evening and as there were so many actors and others around, the Magistrate postponed the hearing till 11 o'clock at night, when he ordered the girl to receive 100 blows on her back. The actor, however, begged the Magistrate to let the girl go, and inflict a double punishment upon him. His entreaties were so pressed that the girl was about to receive her hundred blows on her back the magistrate ordered her to receive one hundred blows on the face instead and then go back to her husband. The amorous actor was then given his two hundred blows, and sent off to the jail. It appears that the other actors in the Chinese Theatres within the Settlement were also present yesterday for the imprisoned actor's release, or that inasmuch as the proceedings had been irregular, a re-hearing of the case should take place.

After argument by the attorneys the prosecutor, Ching Ching Yuen, stated that about ten years ago he bought the concubine in question for \$1,100. He paid half down for her, and then went to live in the Fukien Road. Subsequently he removed to a place immediately behind the Louka Police Station. He knew the actor, but he never spoke to him. On the evening of March 7th he knocked at the back door, and the servant opened it. Going to the room next to that occupied by the amah he knocked and found it locked. He knocked a second time, and presently the concubine opened the door. She was partially disrobed, and noticing that he walked hurriedly into another room. At first he saw nothing to surprise him, but eventually to his great surprise the prisoner made his appearance and struck out at him. He had not the slightest idea that the girl was instant until his rich man told him. When he asked her she started throwing the articles of furniture all over the floor. She got hold of his queue and said she would stake her life against his at any time. At that time he was sitting on the bed and the actor ran out and slapped him in the face. He then said, "I have spent a lot of money on her, and both her and her children belong to me."

The Magistrate at this stage shook his fan at the prisoner and said, "You ought to be ashamed of yourself, taking away another man's wife." The prosecutor also stated that the prisoner threatened him with a knife.

The Magistrate (shaking his fist at the prisoner) "What do you mean by it?" Continuing the witness stated that he only had one residence within the Settlement, and in that he kept his wife upstairs, and his concubine downstairs. Both women were not on good terms, but the reason was unexplainable. He often went to the theatre at night, and sometimes took the concubine by sight. It therefore came as a thorough surprise to see that gentleman in his room. It was not true that he had been dining at the restaurant next his rich man round to his house to see when the actor made his appearance. He had spent a lot of money on the girl; in fact everything necessary had been given her, but he did not know whether the actor had spent money upon her lavishly. He paid over \$100 monthly to both of the women.

The prisoner said he was an actor earning \$200 a month. He had while taking his fan on the stage repeatedly seen the girl, and had made her acquaintance five years ago. He used to visit her about ten or twenty times a month, and the prosecutor knew it. Indeed the latter used to visit him in the green room and they often used to go out to supper and entertain each other. The prosecutor knew fully well four years ago that he had relations with the girl.

The Magistrate (to prisoner): You ought to be ashamed of yourself stealing another man's wife (laughter). The prosecutor, recalled, said that before he purchased the girl he used to go to the theatre very often, but after his price had been won he did not visit that place of entertainment. It was impossible for him to find out why his wife and concubine were not on good terms for he gave them all the necessities they needed.

The rich man employed by the prosecutor stated that on the night of the disturbance at the house he went to call his master who was at a restaurant in the Fookchow Road—his mistress had told him to do so, as she felt very bad and wanted to see him. When he told his master the latter hurried away to the house only to find the actor there.

The Magistrate here jumped up from his chair, shook his fan at the prisoner, and said he was very angry to think that a man should enter into another man's house during his absence.

Inspector Wilson said he had been fifteen or sixteen years in the police service, and he knew the characters.

The Magistrate shaking his fan towards the prisoner—"Isn't one wife enough for you?"

The Interpreter. The Magistrate says he does not like to hear of it. His anger rises, and his temper gets up.

A young lady witness stated she had been 13 years in married life, and although she had known the concubine in question she did not know her intimately.

Counsel addressed the Court and eventually Mr. Mayers, the Assessor stated that the Magistrate had been advised by him and had determined to accept his advice and send the prisoner to the Chinese City to be dealt with by the Chinese authorities.

KHARTOUM'S GOVERNOR.

Brevet Colonel J. C. Maxwell, who is to be the new Governor of Khartoum, entered the army quite twenty years ago as a Lieutenant in the Black Watch. He served with his regiment at the battle of Tel-el-Kebir, and has been in Egypt and the Sudan ever since. From 1883 to 1885 he was a staff captain of the Egyptian military police, and was employed in the Nile Expedition of 1885. Since 1886 Colonel Maxwell has been employed with the Egyptian Army, and in 1897 he accompanied the expedition to Dongola in command of the 3rd Infantry Brigade. Again he was mentioned in despatches and received brevet promotion. In 1897 he was placed in command of the Nubia district, and on the renewal of active hostilities was transferred to the command of the 2nd Infantry Brigade, Egyptian Army.

THE GREAT REVIEW AT PEKING.

A CHINESE LOVE STORY.

We (*China Gazette*) understand that the determination of the Empress Dowager and the Generalissimo, Junghai, to hold their big review of 200,000 troops at Peking this month is likely to lead China into very serious trouble if not abandoned. The various Legations have already pointed out the dangers of such a gathering and it is reported that there is a whole army corps ready at Port Arthur to be despatched to Peking in the event of the review being held and disorder or danger to foreigners ensuing.

WIRELESS TELEGRAPHY.

The use of wireless telegraphy as a means of communicating from lightships to the shore in case of shipwreck was put to its first practical test on March 11th. The barquentine *Elbe* went ashore at the South end of Goodwin Sands, and the South Goodwin light vessel fired distress signals; a thick fog prevailing at the time. The signals were heard on the East Goodwin lightship, where a wireless telegraphy apparatus is fixed, and a message was sent by that means to the South Foreland lightship, whence telegraphic messages were passed on to Kingsdown and Ramsgate for the South Goodwin's signals and also those from the Gull lightship, had been heard, and the lifeboats had already started, but the *Elbe* had floated before the lifeboats arrived. It often happens that when the wind is blowing offshore the guns on the lightship cannot be heard on land, and it is in such cases that wireless telegraphy would be of inestimable service in saving life and property.

Perhaps the most important demerit of so far made has been the impossibility of exploding a magazine on board a modern ship by means of the electric wave. In the first place it would be necessary to have an operator on board the ship to be destroyed and even then it would be impossible to transmit the wave through iron. Placing the instrument in an iron cage will prevent the waves from reaching their destination and a zinc screen also stops them. On account of the length of the different substances. Thus water and metal absorb all their energy; glass absorbs nearly all, and paraffin and hard rubber absorb hardly any. Thus they move through hard rubber and paraffin as light moves through air, glass or water; that is to say, with hardly any resistance; while glass is very little of them through, and metal and water are impervious to them. It is estimated that the waves travel at the rate of 186,000 miles a second. At this rate they could reach the sun in eight minutes. Military authorities state it is possible to fire guns 500 yards away by means of a spark thrown that distance.

LIQUID FUEL AT SHANGHAI.

The arrival of the steamer *Trigonia* with a cargo of petroleum fuel will probably prove of the utmost importance to this already smoke-laden city, says the *M. C. Daily News*. This fuel has been used here with great success already, when its benefits are more fully appreciated there will be doubtless an enormous demand for it. Its principal merit is that, properly consumed, it is smokeless; that weight for weight it is about the same price as the best Japanese coal at present prices and gives two-thirds more heat. Its other advantages are that it is more easily handled, requires fewer hands at the furnace, and leaves no residue. The Cotton Mill and Silk Filature Companies have evidently taken the subject in hand, for the Soochow Cotton Mill has already one of its boilers fitted with oil-using furnaces and will soon have the remainder similarly adjusted, and a number of others likewise interested are making arrangements for the conversion of their plants. Messrs. S. C. Farham and Co. are building a steam launch for the Agents (Messrs. Arnold, Karberg & Co.) which is also designed for oil consumption.

THE "BENJAMIN SEWELL" CASE.

The inquiry into the charges against Captain Arthur Sewell and chief officer Harvey, of the American ship *Benjamin Sewell*, in connection with the disappearance of one of the crew, and the discovery of the body of a drowned man on the shore in Penang harbour, closed on Wednesday, 26th April, by the defendants being acquitted for trial at the next Assizes. The bail was enlarged to \$2,500 in two sureties, Counsel for the defence applied for an early date to be fixed for the trial. The Judge ordered the case to be tried on the opening day of the Assizes. A discussion then ensued between Mr. Adams, defendants Counsel, and the Solicitor-General as to whether the police were out on bail, from leaving the settlement. Mr. Adams ultimately gave the formal notice to the Solicitor-General that the ship would leave for Singapore on the following Wednesday, and challenged him to take any steps to prevent it.

LAKE KAWAGUCHI.

Another correspondent writes about what he calls, with apparent justice, a foolish scheme, namely the draining of Kawaguchi Lake; and the conversion of its bed into rice-fields. If the plan is carried out, it can scarcely fail to inflict loss on both Japanese and foreigners. Many people regard this as the most beautiful lake in Japan. Whether it deserves such a high eulogy we do not know, but certainly it has scenic charms of the highest type, and its effacement would be an infinitely regrettable act from that point of view alone. Then there is the practical question. Undoubtedly a lake situated at an altitude of 2,800 feet must have a great effect on the water supply of the surrounding country. As a matter of fact the streams of the Fujiwara Valley are almost entirely dependent upon the lakes of which the Kawaguchi sheet of water is one, and a small difference in the level of the lakes means a great difference in the volume of water received by the streams. This is a point of much importance, and it should be carefully investigated before any project for the draining of the lake is permitted. Then again, the water of the lake would have to be run into the Banyu-gawa, a river which already works havoc in Kanagawa Prefecture in times of flood, one of its frequent fates being to wash away the railway at Hiratsuka. Suppose that the volume of water now carried off by the Banyu-gawa be augmented by the contents of a lake 5 miles long, three-quarters of a mile wide, and subject to rises of from 10 to 15 feet in 48 hours, can there be any doubt that the river's floods would acquire destructive potentialities such as might cost Kanagawa Prefecture more in one season than the people who drained the lake would obtain in a century? Indeed, the profit derived from such a reclamation might be illusory, for the bed of the lake seems to be chiefly lava rock, quite unfitted for purposes of agriculture. The scheme appears to us to be wild and rash. We venture to hope that it will not be lightly sanctioned. *Japan Mail*.

TRADE DISPUTE AT NEWCHANG.

A CHINESE LOVE STORY.

The correspondent of the *N. C. Daily News*, writing from Newchwang on the 6th inst. says—

A dispute has arisen between the Southern merchants and the Northern firms through whom they buy and sell, import and export goods, which threatens a total cessation of trade. The Northerners say that the present charges and commissions which have been in force for many years are now unremunerative, and owing to the depreciation of transfer money, and the increased cost of the necessities of life, the Southern merchants have submitted to their principals and rejected by them, on the ground that no change was necessary, that they are excessive, and will increase the cost of loading by about 15s. 500 per steamer, and that it will be impossible for Southern merchants to make a living here, if they agree to any increase of the old terms. Both parties have positioned the slightest concession. The Northerners are requesting assistance to the foreign shipping firms, and finally met Messrs. Nesbitt, Bush, and Bannin, at the office of Messrs. Butterfield and Swire, on the 4th inst., when, after much discussion, they agreed to send a joint letter to the British firms represented by those gentlemen stating their case in full. On receipt of this, the three firms sent in a joint letter to Mr. Hosie, the British Consul, enclosing the Chinese letter, and requesting him to communicate with the Taotai, and ask him to take steps to bring the dispute to an end and avert the danger to trade. Meantime, we believe that telegrams have been sent away to stop chartering for the present.

KIAOCHOW.

The writer of "Notes on Local Topics" in the *Shanghai Mercury* thus delivers himself on Kiaochow—

"Germany is making her influence something more than a sphere. A sphere of influence is all very well; but the influence of her sphere will be very different. Personally, I have been an advocate of the 'gunboat' policy every time. As the Americans say, what is the use of talking Choctaw to a man who only understands Pawnee? Where is the reason in employing moral suasion when nothing but force has any effect? Kiaochow will before long be a credit to the Fatherland. The authorities there evidently have a plan which they mean to carry out. There is to be no hand-to-hand policy which waits events. No left, roads wide enough only for tea coolies to pass, but broad well-laid-out thoroughfares on a definite scale and under proper supervision."

For the moment there is one thing lacking—water, not so much in the bay as ashore. Even the German can't live entirely on lager. He needs the simpler liquid at times, and he needs not enough of it at present. But modern science will doubtless laugh at little difficulties of that sort, and when you are a master of modern science anywhere, you may expect to find that he is either a High or a Low German."

THE PEACE CONFERENCE.

A YANKEE OPINION.

NEW YORK, April 6th.

The forthcoming conference at The Hague over the Czar's proposal to suspend further military armament by the nations is a topic of frequent discussion among members of the diplomatic corps in Washington. It is the general opinion that nothing definite will come of this sort, and that a master of modern science anywhere, you may expect to find that he is either a High or a Low German."

"Each day's news," he says, "makes a war more probable, and when one does come it will be a big one. I am unable to see why the nations should accept in all seriousness the propositions for peace from such a mad man as the Czar of Russia is well known to be. Why, even while making his protestations of peace, he is using every means to increase his war power, so when the crash that he well knows is inevitable, and which he is trying to ward off, does come, Russia will be able to hold her own, at least. Russia cannot afford to disarm, even were international peace assured. Her people are held in a slavery so abject that the condition of the negro slaves in the United States was bliss compared to it, and without any army the Government would not last ten minutes. France also is on the brink of a precipice. If present developments are to be taken into consideration, Poland will be the first battle ground, and that long suffering country will have to bear the brunt of the battle, for a while at least. China is now in about the same position as Poland was just before the partition of that country between Russia, Prussia and Austria. No reckoning in the Far East will be complete if Japan is left out. That country is becoming a great power, and undoubtedly intend to have a hand in any peace that will be made. In addition to that, she has never forgiven Russia for her part in the Chinese-Japanese war, and is waiting for a chance to even up matters."

A MARITIME MYSTERY.

The *Scipio*, a craft from nowhere, flying no flag, ownerless, and crewless, is to be sold, says *N. Y. Times*, to the highest bidder at the Brooklyn Navy Yard by the United States Government. A board has been appointed to examine the ship, which lies at the yard. The board will determine as to how to dispose of her. The board will perform a similar duty with respect to the steamer *Nagara*, which is also at the Brooklyn yard. This was bought by the Government from the Ward line during the Spanish war.

At the outbreak of hostilities agents of this Government were engaged in buying ship and war munitions in England. The beginning of actual warfare found some of the deals incomplete. England being a neutral power, these incomplete deals could not be pushed through—that is to say, apparently not. Soon after the beginning of hostilities steamship in perfect trim from stem to stern, with furnace fires burning, steam up, but without a soul on board, was found adrift off the coast of Newfoundland—found by a United States ship, too, oddly enough. The crewless ship was the *Scipio*. She flew no flag, and there was not so much as a scrap of paper to be found aboard her, to indicate where she sailed from, where she was sailing to or who owned her. She was a mystery. The *Scipio* carried a cargo of coal, but never did such strange things come out of a cargo of coal as came from the depths of the anthracite piled in the hold. There were guns—fine modern affairs of English make—Maxims, Hotchkiss cannon, field pieces and other ordnance, together with ammunition. Just how the *Scipio* came to be found adrift, this ship has never been told officially. The *Scipio* has been at the Brooklyn Navy Yard since she was picked up adrift on the high seas.

Shipping.

A CHINESE LOVE STORY.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES." Captain Hall, will be despatched for the above ports, TO-MORROW, the 19th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAFFRAK & Co., General Managers. Hongkong, 18th May, 1899. [670a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA." Captain Douglas, will be despatched for the above ports, TO-MORROW, the 19th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAFFRAK & Co., General Managers. Hongkong, 18th May, 1899. [665a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG." Captain E. J. Todd, will be despatched as above on SATURDAY, the 20th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 16th May, 1899. [657a]

FOR SHANGHAI, YOKOHAMA & KOBE.

THE Steamship

"BIRCHTOR." Captain Belleine, will be despatched as above on or about SATURDAY, the 20th instant.

For Freight or Passage, apply to DODWELL & CO., LIMITED. Agents. Hongkong, 12th May, 1899. [644a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

REGULAR WEEKLY SERVICE TO SWATOW, AMOY AND TAMSUI.

THE Steamship

"SUMIDAGAWA MARU." Captain Namekata, will be despatched for the above ports, on SUNDAY, the 21st instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 13th May, 1899. [649a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN." Captain Helms, will be despatched as above on TUESDAY, the 23rd instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 13th May, 1899. [651a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"UNDAUNTED." will be despatched for the above port, on or about the 14th instant; to be followed by the S.S. BENLOMOND about 2nd June.

For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 12th May, 1899. [547a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI AND KOBE.

THE Company's Steamship

"TAIYUAN." Captain Nelson, will be despatched as above on THURSDAY, the 25th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 17th May, 1899. [667a]

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"VORTIGERN." Captain Fairweather, will be despatched for the above port, on or about the 27th instant.

To be followed by the S.S. "MACDUFF" and S.S. "AFRIDI," at Short Intervals.

For Freight, apply to DODWELL & CO., LIMITED. Agents. Hongkong, 13th May, 1899. [546a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG." Captain Finlayson, will be despatched as above on THURSDAY, the 1st June.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 17th May, 1899. [671a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR." Captain Barr, will be despatched on FRIDAY, the 2nd June.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 17th May, 1899. [666a]

Consignees.

A CHINESE LOVE STORY.

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND STRAITS.

THE Steamship "INDRAPURA." Consignees of cargo by her, are hereby informed that their goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained. Cargo remaining undelivered after the 19th instant, will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all claims for damages and/or shortages not later than the 26th instant, otherwise they will not be recognised.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents. Hongkong, 12th May, 1899. [643a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FUME, PORT SAID, ADEN, KARRACHI, BOMBAY, PENANG & SINGAPORE.

THE Steamship

"VINDOBONA." having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings Cargo from Trieste, ex S.S. *Imperatrice* transhipped at Bombay.

From Venice, ex S.S. *Massimiliano* and *Carlotta* transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 19th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents. Hongkong, 12th May, 1899. [630a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, AND LIVERPOOL.

THE Company's Steamship

"KINTUCK." having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 17th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th instant, will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents. Hongkong, 13th May, 1899. [648a]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBORO, LONDON AND STRAITS.

THE Steamship

"GLENLOCHY." having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

No Fire Insurance has been effected. All damaged packages must be left in the Godowns where they will be examined on the 22nd instant.

All claim must reach the Undersigned before the 25th instant, or they will be recognised.

McGREGOR BROS. & CO. Hongkong, 16th May, 1899. [663a]

CURES.

A CHINESE LOVE STORY.

Relieves the scaling pain at once and cures

all discharges from the genito-urinary organs in either sex, in 48 HOURS.

Santal Midy is a specific for Cystitis.

Unlike the standard of the Bazar, it is superior to Colpa, Cough, or injections, and causes no inconvenience.

Beware of imitations.

Each tin, Capsule bears the name

SANTAL MIDY.

4, RUE VIVIER, PARIS.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars renewed on old ones.

Ladies and Children's Underclothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1899. [499]

NOTICE.

A CHINESE LOVE STORY.

Neither the CAPTAIN, the AGENTS, nor the CHARTERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels, during their stay in Hongkong Harbour—

GERARD C. TOBEY, American bark, J. F. Surtell, By Order.

QUEEN MARGARET, British ship, Fraser—Standard Oil Co.

Intimations.

A CHINESE LOVE STORY.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

Edw. F. SKERTCHLY, Manager. Hongkong, 1st May, 1899.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAUHEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAILIERS PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES. Hongkong, 14th May, 1896. [39]

THE MUTUAL STORES.

A CHINESE LOVE STORY.

Have just received another Consignment of

LIPTON'S FAMOUS GOODS

INCLUDING

TEA, COFFEE, JAM, BACON, ETC., ETC.

28, 28 & 30, POSTING STREET.

Hongkong, 25th April, 1899.

THE LEADING CATERERS.

A CHINESE LOVE STORY.

A CURIOUS CASE.

In the Mixed Court, Shanghai, on the 12th inst. an interesting story of love and hate was heard. The proceedings were the outcome of a love affair which had been going on for some years, and which had culminated in one man being sentenced to two hundred blows and another man's imprisonment. For Chay Yuen, a notorious actor, was arrested by a Municipal Council detective on March 21st last at the instance of a Chinese merchant named Ching Ching-wei, taken to the Louisa Station, and subsequently confined in the Mixed Court. After being locked up for three days and nights the Magistrate, Mr. Chang's Deputy, put the actor on his trial, together with the concubine. It was between eight and nine in the evening and as there were so many actors and others around, the Magistrate, postponing the hearing till 11 o'clock at night, when he ordered the girl to receive 100 blows on her back. The actor, however, begged the Magistrate to let the girl go, and inflict a double punishment upon him. His entreaties were so pressed that as the girl was about to receive her hundred blows on her back the magistrate ordered her to receive one hundred blows on the face instead and then go back to her husband. The anonymous actor was then given his two hundred blows, and sent off to the jail. It appears that the other actors in the Chinese Theatres within the Settlement took the matter up, and the result was an application yesterday for the imprisoned actor's release, or that inasmuch as the proceedings had been irregular, a re-hearing of the case should take place.

After argument by the attorneys the prosecutor, Ching Ching Yuen, stated that about ten years ago he bought the concubine in question for \$1,000. He paid her down for her, and then went to live in the Fukien Road. Subsequently he removed to a place immediately behind the Louisa Police Station. He knew the actor, but had never spoken to him. On the evening of March 7th he knocked at the back door, and the servant opened it. Going to the room next to that occupied by the amah he knocked and found it locked. He knocked a second time, and presently the concubine opened the door. She was partially dressed, and noticing that he walked hurriedly into another room. At first he saw nothing to surprise him, but eventually to his great surprise the prisoner made his appearance and struck out at him. He had not the slightest idea that the girl was inconstant until his ricksha man told him. When he asked her she started throwing articles of furniture all over the floor. She got hold of his queue and said she would stake her life against his at any time. At that time he was sitting on the bed and she came out and slapped him in the face. He then said "I must have this woman for she is mine. I have spent a lot of money on her, and both her and her children belong to me."

The Magistrate at this stage shook his fan at the prisoner and said "You ought to be ashamed of yourself, taking away another man's wife."

The prosecutor also stated that the prisoner threatened him with a knife.

The Magistrate (Shaking his fist at the prisoner.) "What do you mean by it?" Continuing the witness stated that he only had one residence within the Settlement, and in that he kept his wife upstairs, and his concubine downstairs. Both women were not on good terms, but the reason was unexplainable. He often went to the theatre at night, and sometimes took the concubine. He used to see the actor, but only knew him by sight. It therefore came as a surprise to see that gentleman in his room. It was not true that he had when dining at the restaurant sent his ricksha man round to his house to see when the actor made his appearance. He had spent a lot of money on the girl; in fact everything necessary had been given her, but he did not know whether the actor had spent money upon her lavishly. He paid over \$100 monthly to both of the women.

The prisoner said he was an actor, earning \$200 a month. He had while taking his part on the stage repeatedly seen the girl, and had made her acquaintance five years ago. He used to visit her about ten or twenty times a month, and the prosecutor knew it. Indeed the latter used to go out to supper and entertain each other. The prosecutor knew fully well four years ago that he had relations with the girl.

The Magistrate (to prisoner): You ought to be ashamed of yourself stealing another man's wife (laughter).

The prosecutor, recalled, said that before he purchased the girl he used to go to the theatre very often, but after his prize had been won he did not visit that place of entertainment. It was impossible for him to find out why his wife and concubine were not on good terms for he gave them all the necessities they needed.

The ricksha coolie employed by the prosecutor stated that on the night of the disturbance at the house he went to call his master, who was at a restaurant in the Foochow Road—his mistress had told him to do so, as she felt very bad and wanted to see him. When he told his master the latter hurried away to the house only to find the actor there.

The Magistrate here jumped up from his chair, shook his fan at the prisoner, and said he was very angry to think that a man should enter into another man's house during his absence. Inspector Wilson said he had been fifteen or sixteen years in Police service, and he knew characters.

The Magistrate shaking his fan towards the prisoner—Isn't one wife enough for you?

The Interpreter. The Magistrate says he does not like to hear of it. His anger rises, and his temper gets up.

A young lady witness stated she had been 13 years in married life, and although she had seen the concubine in question she did not know her intimately.

Counsel addressed the Court and eventually Mr. Mayers, the Assessor, stated that the Magistrate had been advised by him and had determined to accept his advice and send the prisoner to the Chinese City to be dealt with by the Chinese authorities.

KHARTOUM'S GOVERNOR.

Brevet Colonel J. G. Maxwell, who is to be the new Governor of Khartoum, entered the army quite twenty years ago as a Lieutenant in the Black Watch. He served with his regiment at the battle of Tel-el-Kebir and has been in Egypt and the Sudan ever since. From 1883 to 1885 he was a staff captain of the Egyptian military police, and was employed in the Nile Expedition of 1884-5. Since 1886 Colonel Maxwell has been specially employed with the Egyptian Army, and in 1890 he accompanied the expedition to Dongola in command of the 3rd Infantry Brigade. Again he was mentioned in despatches and received brevet promotion. In 1897 he was placed in command of the 2nd Division, and on his removal to his present position he was transferred to the command of the 1st and 2nd Divisions, Egyptian Army.

THE GREAT REVIEW AT PEKING.

We (China Gazette) understand that the determination of the Empress Dowager and the Generalissimo, Junglu, to hold their big review of 200,000 braves at Peking this month is likely to lead China into very serious trouble if not abandoned. The various Legations have already pointed out the dangers of such a gathering and it is reported that there is a whole army corps ready at Port Arthur to be despatched to Peking in the event of the review being held and disorder or danger to foreigners ensuing.

WIRELESS TELEGRAPHY.

The use of wireless telegraphy as a means of communicating from lightships to the shore in case of shipwreck was put to its first practical test on March 11th. The barquentine *Elbe* went ashore at the south end of Goodwin Sands, and the South Goodwin light vessel fired distress signals; a thick fog prevailing at the time. The signals were heard on the East Goodwin lightship, where a wireless telegraph apparatus is fixed, and a message was sent by that means to the South Foreland lightship, whence telegraphic messages were passed on to Kingsdown and Ramsgate for lifeboats to put out. At Ramsgate, however, the South Goodwin's signals and also those from the Gull lightship, had been heard, and the lifeboats had already started, but the *Elbe* had floated before the lifeboats arrived. It often happens that when the wind is blowing off shore the guns on the lightship cannot be heard on land, and it is in such cases that wireless telegraphy would be of inestimable service in saving life and property.

Perhaps the most important demonstration so far made has been the impossibility of exploding a magazine on board a modern ship by means of the electric wave. In the first place it would be necessary to have an operator on board the ship to be destroyed and even then it would be impossible to transmit the wave through iron. Placing the instrument in an iron cage will prevent the waves from reaching their destination and a zinc screen also stops them. On account of the length of the waves, their energy is absorbed differently by different substances. Thus water and metal absorb all their energy; glass absorbs nearly all, and paraffin and hard rubber absorb hardly any. Thus they move through hard rubber and paraffin as light moves through air, glass or water; that is to say, with hardly any resistance; while glass lets very little of them through, and metal and water are impervious to them. It is estimated that the waves travel at the rate of 186,000 miles a second. At this rate they reach the sun in eight minutes. Military authorities state it is possible to fire guns 500 yards away by means of a spark thrown that distance.

LIQUID FUEL AT SHANGHAI.

The arrival of the steamer *Trigonia* with a cargo of petroleum fuel will probably prove of the utmost importance to this already smoky laden city, says the *N. C. Daily News*. This fuel has been tried here with great success already, when its benefits are more fully appreciated there will be doubtless an enormous demand for it. Its principal merit is that, properly consumed, it is smokeless; that weight for weight it is about the same price as the best Japanese coal at present prices and gives two-thirds more heat. Its other advantages are that it is more easily handled, requires fewer hands at the furnaces, and leaves no residue. The Cotton Mill and Silk Factory Companies have evidently taken the subject in hand, for the Soochow Cotton Mill has already one of its boilers fitted with oil-using furnaces and will soon have the remainder similarly adjusted, and a number of others likewise interested are making arrangements for the conversion of their plant. Messrs. S. C. Farman and Co. are building a steam-launch for the Agents (Messrs. Arnold, Karberg & Co.) which is also designed for oil consumption.

THE "BENJAMIN SEWELL" CASE.

The inquiry into the charges against Captain Arthur Sewell and Chief of the Army, of the American ship *Benjamin Sewell*, in connection with the disappearance of one of the crew, and the discovery of the body of a drowned man on the shore in Penang harbour, closed on Wednesday, 26th April, by the defendants being committed for trial at the next Assizes. The bail was enlarged to \$2,500 in two sureties, Counsel for the defence, applied for an adjournment to be fixed for the trial. The judge ordered the case to be adjourned until the 10th of May. A discussion then ensued between Mr. Adams, defendants Counsel, and the Solicitor-General as to whether the police had the right to prevent the two accused, who are out on bail, from leaving the settlement. Mr. Adams ultimately gave formal notice to the Solicitor-General that the ship would leave for Singapore on the following Wednesday, and challenged him to take any steps to prevent it.

LAKE KAWAGUCHI.

Another correspondent writes about what he calls, with apparent justice, a foolish scheme, namely, the draining of Kawaguchi Lake, and the conversion of its bed into rice-fields. If the plan is carried out, it can scarcely fail to be a disaster to the Japanese and foreigners. Many people regard this lake as the most beautiful in Japan. Whether it deserves such a very high eulogy we do not know, but certainly it has scenic charms of the highest type, and its effacement would be an infinitely regrettable loss from that point of view alone. Then there is the practical question. Undoubtedly a lake situated at an altitude of 3,800 feet must have a great effect on the water-supply of the surrounding country. As a matter of fact, the streams of the Fujiyama Valley are almost entirely dependent upon the lakes of which the Kawaguchi sheet of water is one, and a small difference in the level of the lakes means a great difference in the volume of water received by the streams of the region. It is much to be regretted that it should be carefully investigated before any project for the draining of the lake is permitted. Then, again, the water of the lake would have to be run into the Banyu-gawa, a river which already works havoc in Kanagawa Prefecture in times of flood, one of its frequent furies being to wash away the railway at Hiratsuka. Suppose that the volume of water now carried off by the Banyu-gawa be augmented by the contents of a lake 5 miles long, three-quarters of a mile wide, and subject to rises of from 10 to 15 feet in 48 hours, can there be any doubt that the river's floods would acquire destructive potentialities such as might cost Kanagawa Prefecture more in one season than the people who drained the lake would obtain in a century? Indeed, the profit derivable from such a reclamation might be illusory, for the bed of the lake seems to be chiefly lava, broken up and shifted for purposes of agriculture. The scheme appears to be a bad and rash one. We venture to hope that it will not be lightly sanctioned.—*Japan Mail*.

TRADE DISPUTE AT NEWCHOW.

The correspondent of the *N. C. Daily News*, writing from Newchwang on the 5th inst. says:—A dispute has arisen between the Southern merchants and the Northern firms through whom they buy and sell import and export goods, which threatens a total cessation of trade. The Northerners say that the present charges and commissions which have been in force for many years are now unremunerative owing to the depreciation of transfer money, and the increased cost of the necessities of life. The Southerners say the proposed new charges and commissions have been submitted to their principals and rejected by them, on the ground that no change was necessary, that they are excessive, and will increase the cost of loading by about 150 per cent, and that it will be impossible for Southern merchants to make a living here, if they agree to any increase of the old terms. Both parties have petitioned the Taotai and neither seems inclined to make the slightest concession. The Southerners appealed for assistance to the foreign shipping firms, and finally met Messrs. Neabitt, Bush, and Bandinel, at the office of Messrs. Butterfield and Swire, on the 4th inst., when, after much discussion, they agreed to send a joint letter to the British firms represented by those gentlemen stating their case in full. On receipt of this, the three firms sent in a long letter to Mr. Hosie, the British Consul, enclosing the Chinese letter, and requesting him to communicate with the Taotai, and ask him to take steps to bring the dispute to an end and avert the danger to trade. Meantime we believe that telegrams have been sent away to stop chartering for the present.

KIAOCHOW.

The writer of "Notes on Local Topics" in the *Shanghai Mercury* thus delivers himself on Kiaochow:—

Germany is making her influence something more than a sphere. A sphere of influence is all very well; but the influence of other spheres will be something better. Personally I have been an advocate of the "gunboat" policy every time. As the Americans say, what is the use of talking Chiaochoo to a man who only understands Paochow? Where is the reason in employing moral suasion when nothing but force has any effect? Kiaochow will before long be a credit to the Fatherland. The authorities there evidently have a plan which they mean to carry out. There is to be no hand-to-the-mouth policy which waits events that even a modern prophet could foresee. No left roads wide enough only for tea coolies to pass, but broad well-laid-out thoroughfares on a definite scale and under proper supervision.

For the moment there is one thing lacking—water, not so much in the bay as ashore. Even the German can't live entirely on lager. He needs the simpler liquid at times, and there is not enough of it at present. But modern science will doubtless laugh at little difficulties of that sort, and if there be a master of modern science anywhere, you may expect to find that he is either a High or a Low German.

THE PEACE CONFERENCE.

A YANKEE OPINION.

NEW YORK, April 6th. The forthcoming conference at The Hague over the Czar's proposal to suspend further military armament by the nations is a topic of frequent discussion among members of the diplomatic corps in Washington. It is the general opinion that nothing definite will come of the conference. One of the prominent diplomats thinks the time most inopportune, believing that prospects are much better for a general war than for universal peace.

"Each day's news," he says, "makes a war more probable, and when one does come it will be a big one. I am unable to see why the nations should accept in all seriousness the propositions for peace from such a mad man as the Czar of Russia is well known to be. Why, even while making his protestations for peace, he is using every means to increase his war power, so when the crash that he well knows is inevitable, and which he is trying to ward off, does come, Russia will be able to hold her own, at least. Russia cannot afford to discontinue her preparations for war. Her own people are held in a slavery so abject that the condition of the negro slaves in the United States was bliss compared to it, and without an army the Government would not last ten minutes. France also is on the brink of a precipice. "If present developments are to be taken into consideration, China will be the first battle ground, and that long suffering country will have to bear the brunt of the battle, for a while at least. China is now in about the same position as Poland was just before the partition of that country between Russia, Prussia and Austria. No reckoning for the Far East will be complete if Japan is left out. That country is becoming a great power, and undoubtedly intend to have a hand in any partition of China. In addition to that, she has never forgiven Russia for her part in the Chinese-Japanese war, and is waiting for a chance to even up matters."

A MARITIME MYSTERY.

The *Scilla*, a craft from nowhere, flying no flag, ownerless and crewless, is to be told, says *N. Y. Times*, to the highest bidder at the Brooklyn Navy Yard by the United States Government. A board has been appointed to examine the ship, which lies at the yard. The board will determine as to how to dispose of her. The board will perform a similar duty with respect to the steamer *Niagara*, which is also at the Brooklyn yard. This was bought by the Government from the Ward line during the Spanish war.

At the outbreak of hostilities agents of this Government were engaged in buying ship and war munitions in England. The beginning of actual warfare found some of the deals incomplete. England being a neutral power, these incomplete deals could not be pushed through—that is to say, apparently not. Soon after the beginning of hostilities a steamship in perfect trim from stem to stern, with furnace fires burning, steam up, but without a soul on board, was found adrift off the coast of Newfoundland—found by a United States ship, too, oddly enough. The crewless ship was the *Scilla*. She flew no flag, and there was not so much as a scamp of paper to be found aboard her to indicate where she sailed from, where she was sailing to or who owned her. She was a mystery of the deep. The *Scilla* carried a cargo of coal, but never did such strange things come out of a cargo of coal as came from the depths of the anthracite piled in the hold. There were guns—fine modern affairs of English make—Maxims, Hotchkiss cannon, field pieces and other ordnance, together with ammunition. Just how the *Scilla* came to be found adrift with such an equipment came by a United States ship has never been told officially. The *Scilla* had been at the Brooklyn Navy Yard since she was picked up adrift on the 1st of June.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"THALES." Captain Hall, will be despatched for the above ports, TO-MORROW, the 19th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers. Hongkong, 18th May, 1899. [670a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI. THE Company's Steamship

"FORMOSA." Captain Douglas, will be despatched for the above ports, TO-MORROW, the 19th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers. Hongkong, 18th May, 1899. [665a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

"SUISANG." Captain E. J. Tadd, will be despatched as above on SATURDAY, the 20th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 16th May, 1899. [657a]

FOR SHANGHAI, YOKOHAMA & KOBE. THE Steamship

"BIRCHTOR." Captain Belleine, will be despatched as above on or about SATURDAY, the 20th inst.

For Freight or Passage, apply to DODWELL & CO., LIMITED. Agents. Hongkong, 12th May, 1899. [642a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

REGULAR WEEKLY SERVICE TO SWATOW, AMOY AND TAMSUI. THE Steamship

"SUMIDAGAWA MARU." Captain Namekata, will be despatched for the above ports, on SUNDAY, the 21st inst., at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 15th May, 1899. [649a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN." Captain Helms, will be despatched as above on TUESDAY, the 23rd inst., at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

W.M. Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 15th May, 1899. [651a]

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"UNDAUNTED." will be despatched for the above port, on or about the 29th inst.; to be followed by the S.S. "BENLOMOND" about 3rd June.

For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 12th May, 1899. [547a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI AND KOBE. THE Company's Steamship

"TAIYUAN." Captain Nelson, will be despatched as above on THURSDAY, the 25th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 17th May, 1899. [667a]

FOR NEW YORK VIA SUEZ CANAL. THE British Steamship

"VORTIGERN." Captain Fairweather, will be despatched for the above port, on or about the 27th inst.

To be followed by the S.S. "MACDUFF" and S.S. "AFRIDI" at Short Intervals.

For Freight, apply to DODWELL & CO., LIMITED. Agents. Hongkong, 13th May, 1899. [646a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN. THE Company's Steamship

"NANCHANG." Captain Finlayson, will be despatched as above on THURSDAY, the 1st June.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 17th May, 1899. [671a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"HECTOR." Captain Barr, will be despatched on FRIDAY, the 2nd June.

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UNITED STATES STEAMSHIP COMPANY.

NOTICE TO AGENTS.

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30, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS are executed at Moderate Prices. Hongkong, 2nd May, 1899. [596a]

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For full particulars &c., &c., Apply to,

W. STUART HARRISON, Manager. Hongkong, 18th January, 1899. [135]

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PRICE 50 CENTS.

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The Share Market.

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(May 18th.)

Hongkong and Shanghai Banking Corporation 200, per cent. prem.

The Bank of China & Japan, Ltd.—(Preference) 100, do.

The Bank of China & Japan, Ltd.—(Ordinary) 100, do.

The Bank of China & Japan, Ltd.—(Deferred) 100, do.

National Bank of China, Ltd.—\$25, do.

Do. —\$22, do.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$225, do.

China Traders' Insurance Co., Ltd.—\$614, do.

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Shipping.

Hongkong, Canton, and Macao Steamship Co., Ltd.—\$29, do.

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China Mutual S. N. Co., Ltd.—(Preference)—\$49, do.

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Queen Mines, Limited—\$655.
Jolebu Mining and Trading Co., Ltd.—\$10.
Raub Allian Gold Mining Co., Ltd.—\$59.
Oliver's Freehold Mines, Ltd.—(A) \$7.
Oliver's Freehold Mines, Ltd.—(B) \$4.
Great Eastern and Caledonian Gold Mining Co., Ltd.—\$440.
Docks, Wharves and Godowns.
Hongkong & Whampoa Dock Co., Ltd.—\$32.
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Land, Hotels and Buildings.
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West Point Building Co., Ltd.—\$28.
Hongkong Hotel Co., Ltd.—\$87.
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Miscellaneous.
Green Island Cement Co., Ltd.—\$24.
China Borneo Co., Limited—In liquidation.
A. S. Watson & Co., Limited—\$14.
Hongkong Electric Co., Limited—\$118.
Hongkong and China Gas Co., Ltd.—\$126.
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Hongkong, 18th May.
ON LONDON, Telegraphic Transfer, 1/11 1/2.
Bank Bills, on demand, 1/11 1/2.
Credits, 4 months' sight, 2/0.
Dime's, 4 months' sight, 2/0 1/2.
ON BERLIN, (demand) M. 20 1/2.
ON PARIS, Bank Bills, on demand, 2/48.
Credits, 4 months' sight, 2/52.
ON NEW YORK, Bank Bills, on demand, 47 1/2.
Credits, 30 days' sight, 48 1/2.
ON BOMBAY, Telegraphic Transfer, 148.
ON SHANGHAI, Telegraphic Transfer, 72 1/2.
Private, 30 days' sight, 73.
ON YOKOHAMA, T.T., 100 per cent. prem.
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Hongkong, 18th May.
New Patna, 745 per chest.
Old, 765.
New Benares, 737 1/2.
New Malwa, credit, 700 per picul.
(Alumina, tael 24/40).
Old Malwa, credit, 750/820.
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VISITORS AT THE WINDSOR HOTEL.

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Mr. Suellermo Piuata
Courtatino
Mr. D. G. Haniaya
Mr. F. Haniaya
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Mr. M. Pardo
Mr. and Mrs. F. Santa yama
Mr. K. Seyilli
Mr. F. Smoyue
Mr. J. Stevenson Tod
Dr. A. L. Warner
Mr. and Mrs. Earl H. Webb
Mr. J. A. Welsh
Mr. Marcos Zubeldia

VESSELS IN PORT.

Steamers.
AFRIDI, British steamer, 2,354 T. Golding, 15th May—Saigon 11th May, Rice—Chinese.
AUSTRALIAN, British steamer, 3,000 T. T. Helms, 16th May—Kobe 11th May, General—Gibb, Livingston & Co.
CHIHLE, British steamer, 1,158, Newcomb, 14th May—Tongku 8th May, General—Butterfield & Swire.
CHINA, German steamer, 1,115, P. Voss, 17th May—Saigon 13th May, Rice—Siemssen & Co.
DEN OF OIL, British steamer, 2,821, Singer, 11th May—Singapore 4th May, Kerosine—Arnhold, Karberg & Co.
DON JUAN DE AUSTRIA, American steamer, Rowin, 20th Jan.—Manila 16th January.
FORMOSA, British steamer, 674, J. Douglas, 17th May—Tamsui 12th May, Amoy 15th, and Swatow 16th, General—Douglas, Laporte & Co.
GLENLOCH, British steamer, 2,997, James McGregor, 16th May—London and Singapore 10th May, General—Jardine, Matheson & Co.
GODAVEREY, French steamer, 713, Orsim, 1st April—Saigon 25th March, General—Chinese.
HAILAN, French steamer, 377, W. Bast, 12th May—Pakhoi 10th May, General—A. R. Marty.
HOKOKU MARU, Japanese steamer, 1,672, S. Kaminura, 12th May—Cebu 7th May, Coal—Order.
HONGKONG MARU, Japanese steamer, 3,385, W. E. Filmer, 18th April—San Francisco, 12th April, and Hongkong 8th May, General—P. & O. S. N. Co.
PHRA CHOM KLAO, British steamer, 1,011, Fowler, 9th May—Bangkok 1st May, Rice—Yuen Fat Hong.
QUAKTA, German steamer, 1,146, H. Johannsen, 15th May—Saigon 11th May, Rice and Faddy—Sander, Wieler & Co.
SALVADORA, American steamer, 688, J. Goetsch, 12th May—Amoy 15th May, General—Brando & Co.
SUISANG, British steamer, 1,776, Geo. Payne, 15th May—Calcutta 27th April, Penang and Singapore 9th May, General—Jardine, Matheson & Co.
SUMIDAGAWA MARU, Japanese steamer, 460, S. Namekata, 17th May—Swatow 16th May, General—Mitsui Bussan Kaisha.
SUNOKIANG, British steamer, 994, C. B. N. Dodd, 10th May—Manila 7th May, General—Butterfield & Swire.
TETARTOS, German steamer, 1,574, T. Desier, 13th May—Saigon 8th May, Rice—Siemssen & Co.
TRIGONIA, British steamer, 1,069, Phillips, 16th May—Shanghai 13th May, General—Arnhold, Karberg & Co.

Sailing Vessels.
ERIE J. RAY, American bark, 918, Kasten, 11th May—Singapore 12th April, Timber—Sander, Wieler & Co.
G. C. TOREY, American bark, 1,390, J. F. Shurtle, 4th May—Tacoma 7th Nov., Timber—Order.
HENRY FALLING, American ship, 1,850, Metteman, 23rd Mar.—Tacoma 12th Jan., Timber—Master.
KASISKO, British ship, 1,192, Lewies, 25th Jan.—Newcastle 19th November, Coal—Master.
QUEEN MARGARET, American ship, 1,999, Fraser, 3rd Mar.—New York 17th Sept., Kerosine Oil—Standard Oil Co.
WILLY KICKMEERS, German 4-mast bark, 1,068, A. Wiecher, 12th May—Cardiff 16th Dec., Coal—Arnhold, Karberg & Co.

HER BRITANNIA MAJESTY'S SHIPS ON THE CHINA STATION.
Hongkong, May 18th, 1899.
Alacrity, despatch vessel, 1,700 tons, to G. p. d. 4, guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, Wei-hai-wei.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Com. E. J. W. Slade, Foochow.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Hongkong.
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Hon. S. C. J. Colville, C.B., Yokohama.
Donaventure, 2nd class cruiser, 4,360 tons, 18 guns, 2,000 i.h.p., Capt. R. Montgomerie, Shanghai.
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 i.h.p., Capt. Wrey, Wei-hai-wei.
Centurion, 1st class battleship, 10,000 tons, 14 guns, 13,000 i.h.p., Captain R. J. Jellicoe, Wei-hai-wei.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. W. W. Ingham, Hongkong.
Eis, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut-Comdr. C. Chadwick, Shanghai.
Fame, twin screw, torpedo-boat destroyer, 402 tons, 5,400 i.h.p., Lieut. Com. R. Keyes, Hongkong.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.
Grafton, 1st class cruiser, 7,350 tons, 12 guns, 13,463 i.h.p., Capt. W. Fisher, Wei-hai-wei.
Handy, twin screw, torpedo-boat destroyer, 460 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 460 tons, 6 guns, 4,000 i.h.p., Hongkong.
Heron, 2nd class cruiser, 4,360 tons, 18 guns, 2,000 i.h.p., 18 guns, Captain G. Callaghan, Hongkong.

Foreign Men-of-War on the China and Japan Station.
The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons, 12 guns, 9,500 h.p., Captain Molais, at Port Arthur.
Albatross, Russian gunboat, 810 tons, 8 guns, 760 h.p., Captain Elzabeth, at Vladivostok.
Bobr, Russian gun-esset, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Bolshakov, at Nagasaki.
Dimitri Donskoy, Russian armoured cruiser, 5,803 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthoff, at Vladivostok.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff at Vladivostok.
Gremyashin, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Arthur.
Koryeys, Russian cruiser, 1,000 tons, 9 guns, 2,150 h.p., Capt. Serebriannikoff, at Port Arthur.
Krysser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinskoy, at Singapore.
Mandjuri, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachajoff, at Vladivostok.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Captain Teniriche, at Vladivostok.
Nayadnitch, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.
Oruzany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain. Coprimoff at Nagasaki.
Pamiat Azova, Russian cruiser, 6,000 tons, 36 guns, 3,000 h.p., Captain Virens, at Vladivostok.
Rostia, Russian armoured cruiser, 12,200 tons, Capt. Donoff, at Port Arthur.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Group, at Port Arthur.
Silach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostok.
Sissol Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 i.h.p., Capt. C. Parenyay, at Port Arthur.
Sivostich, Russian gunboat, 950 tons, twin screw, 12 guns, 1,300 h.p., Capt. Astromoff, at Port Arthur.
Vladimir Monachov, Russian cruiser, 6,000 tons, Prince Ouchomsky, at Port Arthur.
Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostok.
Yadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogoff, at Vladivostok.
Yakov, Russian gunboat, 16 guns, 890 h.p., at Vladivostok.
Zabitzki, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkurff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA (SEA GOING).
Borga, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed, 21 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Svaborg, 1st class, Russian torpedo boat, 60 tons, 3 guns, 2 torp tubes 780 h.p., speed 19 1/2 knots.
(1st and 2nd class.)
Fotel, Russian torpedo boat, 31 tons, 1 gun, 120 h.p., 16 knots.
Jantanki, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Nargun, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorostich, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.
Podorvnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Slach, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Soolich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Sterlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strus, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
Ussur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
Flagship of Vice-Admiral Alexieff.
Flagship of Rear-Admiral F. V. Dubosoff.
Flagship of Rear-Admiral Renouff.

THE GERMAN SQUADRON.
Arcona, German cruiser, 2,370 tons, 20 guns, 2,400 h.p., Captain Renke, at Singapore.
Cormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brunsat, at Friedrich Wilhelmshaven.
Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehenius, at Amoy.
Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Swatow.
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Foochow.
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 12,000 i.h.p., Captain Gulich, at Manila.
Kaiser, German flagship, 7,676 tons, 28 guns, 7,600 h.p., Captain Stubenrauch, at Wei-hai-wei.
Moewe, German surveying vessel, 970 tons, Captain Korvetten, at Amoy.
Prinzess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Kiaochow.
Flagship of Rear-Admiral von Diederichs.
Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.
Baltimore, U.S. cruiser, 4,413 tons, 10 guns, 10,000 h.p., Capt. N. M. Dyer, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 1,700 h.p., Comdr. E. D. Taussig, at Hongkong.
Boston, U.S. cruiser, 3,000 tons, 8 guns, 4,000 h.p., Capt. G. F. F. Wilder, at Manila.
Buffalo, U.S. converted cruiser, 6,888 tons, 6 guns, 3,600 h.p., Comdr. J. N. Hemphill, at Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Verry, at Manila.
Celtic, U.S. supply ship, 6,428 tons, 1,890 h.p., Lieut. Comdr. M. J. K. Patch, at Manila.
Charleston, U.S. cruiser, 2,730 tons, 8 guns, 6,666 h.p., Capt. W. H. Wilson, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. Asa Walker, at Manila.
Culgo, U.S. supply-ship, 7,000 tons, 2,350 h.p., Lieut. Comdr. J. W. Carlin, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,988 h.p., Comdr. W. T. Swinburne, at Manila.
Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut. Comdr. R. T. Houston, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. Frederic Singer, at Manila.
Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. H. E. Nichols, at Manila.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Comdr. G. A. Hicknell, at Shanghai.
Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 3,444 h.p., Comdr. E. H. Leutze, at Manila.
Nanshan, U.S. collier.
Olympia, U.S. flagship, 5,870 tons, 14 guns, 17,313 h.p., Capt. B. P. Lambertson, at Manila.
Oregon, U.S. 1st class battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. A. S. Barker, at Manila.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,055 h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. C. H. West, at Manila.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,170 tons, 10 guns, 3,800 h.p., Capt. R. P. Leary, at Manila.
Zafra, U.S. dispatch-vessel.

RIVER STEAMERS, SCHOONERS AND LORCHAS.
Fathian, British steamer, 2,260, Smith—Hongkong, Canton, and Macao Steamboat Co.
Honan, British steamer, 1,377, S. W. Goggin—Hongkong, Canton, and Macao Steamboat Co.
Powan, British steamer, 1,892, A. M. Patrick—Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,235, C. V. Lloyd—Butterfield & Swire.
Ho-long, Chinese steamer, 400 tons, Canton Steamship Co.
Tai-on, British steamer, 728, Goblouski—Tai On Steamship Co.
Chun Wai, British steamer, Kwong Wan S.S. Co.

Hongkong and Macao.
Heungshian, British steamer, 1,055, W. E. Clarke—Hongkong, Canton, and Macao Steamboat Co.
White Cloud, British steamer, 775, A. Cruickshank—Hongkong, Canton, and Macao Steamboat Co.
Kiangtung, Chinese steamer, 583, Holmes—China Merchant Steam Navigation Co.
Canton and West River.
Lunghang, British steamer, 108, Nunes—Hongkong, Canton, and Macao Steamboat Co.
Luhghang, British steamer, 108, Morrison—Hongkong, Canton, and Macao Steamboat Co.
City of Whampoa, Chinese steamer, 40, Ah Yon.
Sun Chow, Chinese steamer, Ah Yon.

Hongkong and West River.
Saikong, British steamer, 250, Kwong Wang Steamship Co.
Cheung Kong, Y. Kun, 58—Kwong Wan S.S. Co.
Li, American lorch.
Kongpuk, British steamer, 147, G. C. Jones—Kwong Lee Steamship Company.
Zorahs and Schooners.
Kuang, lorch, 260, Reynolds—Hongkong and Canton Steamship Co.
Campanella, lorch, 260, Reynolds—Hongkong and Canton Steamship Co.

THE FRENCH SQUADRON.
Aspit, French gunboat, 403 tons, 6 guns, 453 h.p., Captain Journe, at Saigon.
Bayard, French dispatch, 3,968 tons, 36 guns, 4,400 h.p., Capt. Lamoignon, at Yokohama.
Bretagne, French cruiser, 12,468 tons, 14 guns, 800 h.p., Captain Terne, at Cheloo.

JAPANESE MEN-OF-WAR.

Battleships.
Yashima, 1st class, 12,400 tons, 38 guns, 14,000 h.p., at Yokohama.
Fuso, 1st class, 12,400 tons, 38 guns, 14,000 h.p., at Nagasaki.
Chinyu, 2nd class, 7,350 tons, 22 guns, 6,000 h.p., at Yokohama.
Coast Defence Ships.
Makatsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Manila.
Mikatsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Nagasaki.
Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Shimizu.
Kongo, 2nd class, 2,550 tons, 13 guns, 4,035 h.p., at Kobe.
Hyey, 2nd class, 2,550 tons, 13 guns, 4,035 h.p., at Kobe.
Hiyei, and class, 2,600 tons, 15 guns, 4,400 h.p.

Cruisers.
Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Cheloo.
Chidori, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Cheloo.
Akashi, protected cruiser, 1st class, 3,800 tons, 20 guns, 8,500 h.p., at Cheloo.
Yashima, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Cheloo.
Naniwa, protected cruiser, 1st class, 3,700 tons, 24 guns, 7,120 h.p., at Manila.
Takachiho, protected cruiser, 1st class, 3,700 tons, 24 guns, 7,120 h.p., at Manila.
Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Manila.
Takaguchi, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila.
Akitsushima, protected cruiser, 1st class, 3,150 tons, 25 guns, 8,500 h.p., at Manila.
Suma, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p., at Manila.
Isumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p., at Manila.
Sai-yu, protected cruiser, 1st class